

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

December 11, 2014
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Lampe, Commissioners Bishop, Chirls, Larrivee, Simas, Tanaka, Zahn

COMMISSIONERS ABSENT: None

STAFF PRESENT: Kevin McDonald, Andreas Piller, Mike Ingram, Kurt Latt, Steve Costa, Franz Loewenherz, Department of Transportation

OTHERS PRESENT: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:31 p.m. by Chair Lampe who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present.

Chair Lampe took a moment to welcome new Commissioner Cliff Chirls. Commissioner Chirls said he has lived on the Eastside for 20 years, currently lives in the downtown, and is an avid cyclist.

3. STAFF REPORTS

Senior Planner Kevin McDonald informed the Commissioners that he had provided them with copies of an email from David Plummer relative to the Transportation Element, and copies of a letter from Children's Hospital regarding the rechannelization of 116th Avenue NE.

Mr. McDonald reported that he met with the Planning Commission on December 10 to discuss Transportation Element policies. He said there was a robust discussion regarding the multimodal approach to mobility in Bellevue and an interest was expressed to be more aware of the pedestrian/bicycle plan and the implementation strategies the Transportation Commission will be developing in the coming months. He said he also briefed the Planning Commission on the recommendations for the Downtown Transportation Plan, including the implementation projects that are under way.

Assistant Transportation Planner Andreas Piller presented the Commissioners with the revised version of the comprehensive transportation project list last discussed on October 23. He noted

that the inconsistencies had been ironed out; projects from the downtown subarea plan were added; and that projects from the Eastgate/I-90 transportation strategy report were incorporated. He allowed that a map is in production but has not yet been completed.

Senior Transportation Planner Mike Ingram reported on the 116th Avenue NE rechannelization project open house. He said all of the comments received over the last several months will be consolidated into a single report for the Commission to review at its January 8, 2015, meeting. If the Council gives the nod to the project, staff will move toward final design.

Chair Lampe asked if there will be a recommendation regarding pedestrian crossings. Mr. Ingram said that is an additional cost element for which resources have not been identified. There could be some efficiency to including it in the overlay, but it could also be done later.

Commissioner Simas pointed out that there had been discussion regarding the number of bus stops. He said whether or not the pedestrian crossing is implemented, it would be valuable to work with King County Metro to reduce the overall number of stops and to consider implementing crosswalks proximate to the bus stops.

Commissioner Bishop said there are specific guidelines for midblock crossings. If a midblock crossing is to be considered, there should be a careful review to make sure there is sufficient data to support it.

4. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCILS, BOARDS AND COMMISSIONS

Councilmember Lee welcomed and congratulated new Commissioner Chirls. He said he did not intend to attend all Commission meetings in order to avoid micromanaging, but said he would attend on occasion to assure the Commission that the Council is listening. He said he frequently talks with the chair and vice-chair about Commission issues and is always willing to talk with any Commissioner.

5. REPORTS FROM COMMISSIONERS

Commissioner Zahn commented that the recent pedestrian fatality in Bellevue confirms the need to focus on the safety measures associated with the pedestrian/bicycle plan, and indeed the need to do everything possible to create more visibility for pedestrians in crosswalks.

Commissioner Simas said he heard recently from an elected state official that discussions are under way at the legislature about a tax to fund a transportation package. If action is not taken at the state level, the individual regions will have to deal with the transportation problems on their own. He urged the Commissioners to encourage their legislators to come up with a solution.

6. PETITIONS AND COMMUNICATIONS

Ms. McKayla Dunfy spoke on behalf of the Cascade Bicycle Club and said the organization is pleased to see the plan change to 116th Avenue NE is being considered by the city. She noted strong support for including the project in the 2015 overlay program. As bicycling modesplits continue to rise throughout the region, there is great value in planning and building infrastructure that will support more bicycle capacity. The 116th Avenue NE project brings with it the potential to improve safety for all users and will improve connections between the downtown, the SR-520 bike trail, and the future light rail at 120th Avenue NE. The Club believes that rechannelization projects provide low-cost opportunity to improve connections for pedestrian and bicycle users.

Ms. Stephanie Walter, 14418 SE 19th Place, called attention to Comprehensive Plan Policy TR-11, which is about pulling away from employers subsidies for parking, taxing for single-occupant vehicles, and encouraging employers to pull out cash-out programs for their employees. She suggested the policy language is punitive to those who must drive to and from work for various reasons. Much of what is in the Transportation Element is incentive based and positive, but TR-11 feels harsh and will punish those who drive to work.

7. APPROVAL OF AGENDA

A motion to approve the agenda was made by Commissioner Simas. The motion was seconded by Commissioner Larrivee and it carried unanimously.

8. DISCUSSION/ACTION ITEMS

A. Northup Way Connection to the SR-520 Trail

Steve Costa, project manager for the Northup Way connection project, said the genesis of the project was a pre-design study done in 2008 that identified a need for sidewalks and bike lanes along Northup Way. Absent funds to advance, the project stalled after the pre-design study. The 2009 Pedestrian & Bicycle Plan identified the need for sidewalks and bicycle lanes in the corridor. When construction began on the Eastside Transit & HOV Project and the new SR-520 bridge project, one component was the regional trail to be constructed on the north side of the bridge, and it was noted that there would be a gap between the existing SR-520 trail off NE 24th Street and the new trail from the 108th Avenue intersection to the bridge. Discussions about how to connect the two trails focused on the issues associated with the SR-520/I-405 interchange and it was concluded the only possible connection without reconstructing the interchange would be along Northup Way. An agreement was reached between the state and the city to help fund sidewalk and bicycle lane improvements along Northup Way, and that created the project that began the design process in 2011.

The city project will extend from 33rd Place where the Eastside Transit & HOV Project ends to the NE 24th Street intersection just west of where the existing SR-520 trail ends. Consideration was given to extending the project up NE 24th Street to connect with the SR-520

trail, but it would be necessary to modify some of the retaining walls along SR-520 to extend the trail from Northup Way to NE 24th Street, and WSDOT's future project at the 124th Avenue interchange would rebuild the same retaining walls.

The project will pass through an older commercial area, most of which was constructed in the 1960s. The roadway carries about 10,000 cars daily and is the only east-west route in Bellevue to the north of Bel-Red Road. The project will cross Yarrow Creek.

Mr. Costa said the project was designed to 30 percent in 2011 and was subjected to an alternatives analysis. In 2012 the plans were brought to the 60 percent level and were subjected to a value engineering study with WSDOT to identify cost-saving measures. The plans were brought to 90 percent in 2013 and the project was awarded a Transportation Alternatives Program grant. In 2014 work was carried out to bring the plans to 100 percent, SEPA and NEPA approval was sought, and easement acquisition was begun. The acquisitions will be concluded in early 2015 after which the project will be put out for bids.

In addition to five-foot bike lanes and six-foot sidewalks along Northup Way, the project will include two midblock crossings, a pedestrian bridge over the Eastside Rail Corridor, street light and traffic modifications, wetlands work and mitigation, retaining walls, storm drainage, and utility relocation work.

Mr. Costa said there have been a number of conversations about implementing green bike lanes. The desire is to be strategic about such installations by identifying areas of potential conflict with motor vehicles rather than simply striping the entire corridor.

Commissioner Chirls asked if consideration had been given to having the bike lane next to the sidewalk protected by a green area between the bike lane and the automobiles. Mr. Costa said that was discussed and a number of concerns came up. Such an arrangement would prevent street sweepers from operating, and narrowing the planter strip would make it impossible to include street trees, particularly where the roadway will be narrower to avoid cutting into slopes or having to build retaining walls to protect wetlands.

Commissioner Simas asked if the total cross section width of about 50 feet is constant throughout the corridor. Mr. Costa answered that throughout the corridor, including under I-405, the project will maintain the minimum travel lane, bike lane and sidewalk widths.

Commissioner Bishop asked if there is sufficient data to support the construction of the midblock crossings. Mr. Costa said the crossings were recommendations that came out of the 2008 study. The thinking is that they would create safer conditions.

Commissioner Tanaka pointed out that many in the area are simply jaywalking to get across the street. Commissioner Bishop commented that jaywalking is often safer because people in crosswalks hold the belief that a painted white line will stop cars; jaywalkers pay closer attention to the traffic.

Mr. Costa noted that the width of the existing bridge over the Eastside Rail Corridor makes it difficult to fit bike lanes. Robbing lane width is not an option because of the need to accommodate large turning vehicles needing to access the Bellevue Service Center. An analysis of what it would take to retrofit the bridge was done and the conclusion was that it would be more advantageous to build a parallel pedestrian bridge. Accordingly the sidewalk on the north side of the bridge will be removed and a new pedestrian crossing will be constructed on the north side of the bridge, freeing up room for the bike lanes.

Mr. Costa informed the Commissioners that the project will impact some wetland buffers. Some mitigation work will be done in front of the WSDOT maintenance facility on Northup Way. The project will also include some storm drainage work, including two five-foot-wide detention pipes that will require some weekend closures.

The Cascade Bicycle Club, Microsoft and the city of Kirkland have all expressed interest in the project. All utility companies have been brought into the loop regarding various relocations that will be required. Property owners have also been involved in the discussions given that various construction and right-of-entry easements will be needed.

Two construction seasons will be needed to complete the project. Given the high traffic volumes on the two-lane roadway, opening the whole corridor at ones will be exceedingly impactful. The project will be broken into at least three different segments for separate construction. The current engineer's estimate for the job stands at \$6.8 million.

Answering a question asked by Commissioner Bishop, Mr. McDonald said the SR-520 corridor is a primary bike corridor in the pedestrian/bicycle plan. The project will complete one of the east-west routes, except for the gap between the terminus of the SR-520 trail and where the project begins. Mr. Costa added that ultimately there will be a completely separated regional trail along SR-520. Until such time as the interchange is reconstructed, however, Northup Way will serve as an interim connection.

B. 2016-2027 Transportation Facilities Plan Update

Mr. Ingram explained that the Transportation Facilities Plan (TFP) is regularly updated to refresh the list of candidate projects that fit within the city's funding constraints. He noted that he had previously discussed with the Commission the scoring criteria for the roadway/intersection projects, which make up the bulk of the overall projects. There are, however, other types of projects that are scored using different criteria, including pedestrian/bicycle, transit, and possibly maintenance.

Mr. Ingram said the process of updating the TFP begins with scoring the different project categories. The result is a couple of lists of the highest-priority projects that must be melded into a single list using factors beyond the scoring exercise, including public input, City Council priorities as reflected in the adopted CIP, and other city priorities, including coordination with

other city projects. Bellevue has not historically given precedence to geographic distribution in the way Seattle does, but it could be made a factor. The requirements relative to Title VI dictate sensitivity to how projects might adversely impact concentrations of protected classes of people or disproportionately not receive benefits, and ways in which those protected classes might not receive a proportional share of the benefits associated with certain projects.

Capital Programming Coordinator Kristi Oosterveen added that all past TFPs in going through their Title VI analyses have been able to pass the criteria.

Noting that Seattle gives a weight of 15 percent to community equity and health, Commissioner Zahn asked how such a thing is measured. Mr. Ingram said they use census data to determine where there are concentrations of people with advanced access needs as determined by five different categories. Every project located in an area that exceeds one of the category thresholds is allotted an extra three points. Ms. Oosterveen said the elements Title VI looks at include age, poverty level, various disabilities, and language.

Mr. Ingram said the Commission will be asked to focus on project categories and the pools projects will come from in February.

Commissioner Bishop suggested that in order to be fair the pie must be divvied up somehow, with slices allocated to pedestrian/bicycle, to roadway/intersection, to transit, and so forth.

Commissioner Larrivee pointed out that Kirkland takes a different tack and utilizes a more holistic approach as opposed to mode specific. The approach that simply divides the pie can be very misleading by pitting one category against another.

Mr. Ingram said the questions previously raised by the Commission were addressed in Attachments 1 through 8 in the packet.

Commissioner Bishop said the scoring process amounts to how the city should pick projects to spend money on over the next 12 years. The list of projects is long and the scoring is one method for sorting them out by priority. The roadway/intersection categories are safety, level of service, transit, non-motorized, regional transportation projects, regional partnerships, and outside funding. Safety should be a top priority for every project in every category; where there are demonstrated safety problems, they should be given more points. Likewise, regional partnerships and outside funding should also be moved up as priorities. According to the Transit Master Plan, 88.6 percent of all daily trips in Bellevue are made by car; 3.2 of the trips are by transit; eight percent are on foot; and 0.2 percent are by bicycle. The data suggests about 1000 of the 1.2 million person trips per day are by bicycle. About half of the walk trips are associated with getting to and from transit connections. The forecasts suggest that by 2030 the percentage of trips by transit will increase to almost eight, and pedestrian/bicycle trips will almost double. Level of service is all about how well the streets are working and how much congestion there is. There is a good plan on the books for how to expand the transit system, and the same is true for pedestrians and bicyclists. Sidewalks are built as part of nearly all

roadway/intersection projects.

A motion to adjust the weighting for the scoring system to give safety 20 percent, level of service 40 percent, transit ten percent, and non-motorized 15 percent, was made by Commissioner Bishop.

The Commissioners questioned whether a motion was needed so early in the process. Commissioner Bishop withdrew the motion.

Chair Lampe noted that the Commission has talked about making a transition to a multimodal level of service. To that extent it would make sense to weight level of service appropriately.

Commissioner Chirls observed that projects have lives of 50 years or more, far exceeding the forecasts. He suggested the Commission should discuss the changes that might be anticipated that relate to the issue of how important the mode is. The forecast numbers going out to 2027 certainly do not suggest acting in certain ways relative to non-motorized projects, but since projects in fact have much longer life spans, they should be viewed somewhat differently.

Commissioner Zahn suggested that the categories used by the other cities appear to be more visionary. The focus should be on what the future might bring even though the plan only looks out 12 years. Chair Lampe said autonomous vehicles is a case in point; it is hard to project exactly what will come about in the future.

Commissioner Bishop suggested his proposed weighting accounts for that. The fact is the majority of trips are made by cars and those trips should be given an appropriate rating.

Commissioner Zahn said no one argues that traffic and congestion is not an issue. What stands out is that the categories used by other cities are far broader and include supporting priority corridors, advancing complete streets implementation, and future growth. Community equity is a factor but it does not appear in the scoring.

Answering a question asked by Commissioner Larrivee, Mr. Ingram said the TFP cycle needs to be completed by November 2015. The hope is that the Commission will have a list to forward to the City Council in June 2015 to allow sufficient time to complete the Environmental Impact Statement and update the impact fee schedule by early December 2015. Ms. Oosterveen said staff will need time to evaluate the projects, particularly if a new protocol is going to be established.

Chair Lampe questioned whether it would be possible to do the study needed to develop a whole new regime for reviewing and scoring projects within the tight timeframe. He proposed focusing on the percentages for the current categories.

Commissioner Simas said the only real difference between the approach used by Kirkland is that they take into account neighborhood and regional planning. The question is whether or

not adding additional categories will actually result in better decisions. There is no perfect set of evaluation criteria. The present criteria and scoring exercise works. After the scoring work is done, the focus turns to debating the specific projects and things get moved around based on Commission and staff input.

Commissioner Zahn said it could be that all that is needed is to reword the categories to make them more understandable and meaningful. Ms. Oosterveen noted that the category names have changed over time and the Commission is free to make additional revisions.

Commissioner Larrivee supported at least having a discussion. He said one thing that has bothered him in the past is the fact that the scoring is not directly tied to the Transportation Element. The result is a project list that does not necessarily align with the strategic goals. In the final analysis, the scoring is only one factor in determining project priority, which is a reflection of a failing in the system. He agreed, however, that the established system has proved to be adequate in the past, and there are time constraints that argue against taking the time to fully revamp the process.

Commissioner Bishop said he favored a system that is as simple as possible. The current approach is incredibly complex and is out of whack, particularly in terms of level of service, transit and non-motorized for roadway projects. The city's growth process is based around concurrency requirements and is dependent on having a roadway system that meets the level of service standards.

A motion to change the scoring criteria to safety, 20 percent; level of service, 40 percent; transit, 10 percent; non-motorized, 15 percent; outside regional partnerships and outside funding, 15 percent, was made by Commissioner Bishop. The motion died for lack of a second.

Commissioner Chirls said words matter. The words used in the scoring criteria do not communicate any vision, or anything past a very short time horizon. Prioritization of the long list of projects should be connected to a strategic vision, and changing the words could accomplish that task and be done in a short amount of time.

Commissioner Tanaka questioned whether taking the time to change the terminology will really change the heart of each category and ultimately the scoring outcomes. To really delve into changing the scoring system categories will take far more than a single study session. While words do matter, the scoring criteria is not intended to serve as a statement of vision or the values of transportation.

Commissioner Simas said the issue is the timeline more than anything else. The process in place has worked in the past, though it could probably be improved. He agreed that given the time words that mean something could be identified and the process could be tweaked, but the time to make the changes is not while the system needs to be in use. He proposed moving forward with the current system and taking the time in the future to work through the issues.

A motion to retain the scoring categories but to change their values to safety, 20 percent; level of service, 30 percent; transit, 15 percent; non-motorized, 20 percent; outside regional partnerships and outside funding, 15 percent, was made by Commissioner Simas. The motion was seconded by Commissioner Tanaka.

Chair Lampe suggested that down the line when the time goes to dig into the issues, sensitivity should be given to level of service in the spreadsheet calculations to see exactly how much difference it would make in the grand scheme of things.

Commissioner Zahn reiterated the need to take the time to revamp the category names.

Mr. McDonald mentioned that the level of service criterion has adopted standards. Level of service is a metric of PM peak as opposed to daily trips. Projects are not built based on daily trips because that is not the standard the city builds to.

Chair Lampe asked if the numbers would be appreciably different if measured against the PM peak. Mr. McDonald suggested they would be quite different especially with respect to transit. During the work to update the Transit Master Plan it was noted that for many corridors a substantial number of people are carried on transit vehicles as opposed to private vehicles during the PM peak. Looking at PM peak across the board could appreciably change the percentages.

Commissioner Bishop pointed out that regionally the daily transit trips are 3.6 percent, a figure that is projected to grow to 4.3 percent in 2040. The 4.3 percent changes to 5.4 percent when calculating only the PM peak, an increase of about 20 percent. Capacity is what drives the concurrency system and the impact fee schedule. None of the other categories have standards and none of them drive development.

Commissioner Larrivee said he agreed with the intent of the motion to retain the current criteria. He said he did not agree, however, with changing the percentages as proposed. He said he looked forward to revisiting the criteria at some future time.

Commissioner Simas clarified that his motion did not address revisiting the criteria or seeking to reword the categories as part of the current update.

Commissioner Zahn commented that transparency and community equity should be part of the mix, and said that could be accomplished by a rewording exercise. Commissioner Chirls argued that it would be better to defer that to a time when there can be a more complete discussion of the categories. Ms. Oosterveen pointed out that community equity is not an element of any of the criteria and suggested that to add it in would require a larger discussion. An equity analysis is done, however, as part of the Title VI requirements.

The vote on the motion tied 3-3, with Commissioners Simas, Bishop and Tanaka voting yes,

and Commissioners Larrivee, Zahn and Chirls voting no. Chair Lampe broke the tie with a yes vote and the motion carried.

Commissioner Zahn agreed to work with staff to wordsmith the category names, without changing the essence of the categories, ahead of the next Commission meeting.

Answering a question asked by Commissioner Zahn, Mr. Ingram said the community outreach survey has not previously included multiple language options. The city has access to translation services for anyone requesting it. He agreed to include notice of the service in the survey publicity.

Ms. Oosterveen added that the Title VI statement about equities has been translated into 12 different languages, and the city uses translation services to accommodate any other language. The outreach efforts associated with updating the TFP include posting an article in *It's Your City*, geographically distributed open house events, press releases, the use of social media, the city's safe streets blog, and articles in *Neighborhood News*. The current TFP can be found on the city's website, and the webpage can be tailored to include the proposed 2016-2027 information.

Commissioner Bishop asked if the Commissioners will be able to weigh in on the questions used for the web survey. Mr. Ingram said it will go live the latter part of February and a draft of the questions could be shared with the Commissioners beforehand.

Commissioner Simas commented that he has never received an email from the city announcing an open house event even though his email address is on several lists compiled by the city. He said that makes him suspicious about how effective the city is in using email as a means of providing notice. Ms. Oosterveen said the city does not send email notices of events such as open houses; it relies instead on having information on the city's webpage and posting information to social media and in publications.

C. Pedestrian and Bicycle Implementation Initiative

Senior transportation planner Franz Loewenherz reminded the Commissioners that the focus of the October Commission workshop was on updating the 2009 Pedestrian and Bicycle Transportation Plan. The feedback given was that the plan is basically solid, that a complete update is not needed, and that what is missing are the steps for getting to the desired outcome. Direction was given to focus on implementation given that the implementation trend line to date has not kept up with the targets established in 2009.

One strategy for moving forward involves leveraging existing programs like the pavement overlay program. The best approach would be to review the five-year overlay program and work with the community up front to consider all of the various options and developing a strategy. Near-term wins should be sought out as well. Other strategies include leveraging grant funding opportunities, public private partnerships, and crowdfunding.

Mr. Loewenherz said one of the deliverables will be to develop an implementation strategy report.

Commissioner Chirls asked if the early-win thinking will also be applied to mega projects such as the Eastside Rail Corridor and the Mountains to Sound Greenway trail. Mr. Loewenherz answered that if the mega projects can be apportioned strategically, early wins will absolutely be sought for them. He noted that at the conclusion of the Eastgate/I-90 transportation project in 2010 Scenic Byway funds totaling \$140,000 were secured, and in 2014 more than a million dollars more were secured. The snowball effect begins with incremental accumulations that result from strategic positioning.

Mr. Loewenherz noted that at the workshop direction was given to focus on the priority bike corridors. The 2009 plan calls for the completion of at least two connected and integrated north-south and at least two east-west bicycle routes with connections to the broader regional bicycle system, and within five years implementation of at least one completed and connected east-west and north-south bicycle route through Bellevue. Progress has been made but it is clear those goals will not be met as outlined. The SR-520 trail connection is the only one that will get done in the time frame. The Eastside Rail Corridor and the Mountains to Sound Greenway trail are both in the works, however. The Lake Washington loop trail has CIP dollars to advance the design. A full range of on-street marked bikeway options will be considered, even going above and beyond what the pedestrian/bicycle plan calls for, and the experience drawn from the corridor will be applied to all of the other priority bicycle corridors.

The need to focus on safety also came out of the Commission workshop. That aligns well with what is happening at the federal level relative to the safer people, safer streets philosophy. The 2009 plan calls for reducing pedestrian/vehicle and bicycle/vehicle accidents by 25 percent from the 2007 levels within ten years. The term "accident" should be rethought and an appropriate metric for assessing public safety relative to pedestrians and bicycles needs to be identified.

Chair Lampe pointed out that the 25 percent figure needs to be tied to a rate per bicyclist or something similar. Should the number of bicycles on the system increase substantially, achieving a 25 percent reduction in collisions could be very difficult.

Mr. Loewenherz said the update will include looking nationally at how other jurisdictions are approaching pedestrian/bicycle safety. It will also include looking at how to best categorize the experience in Bellevue without being limited by only what has been officially reported. The issue of how to respond from the perspectives of engineering as well as encouragement and education will be addressed.

The Commission workshop highlighted the need to make data-driven decision making a priority. Mr. Loewenherz allowed that the city does not have a good handle on pedestrian/bicycle data. The limited count done once a year is largely inadequate and certainly

is not in keeping with the direction in the 2009 plan to increase trips by bicycle and foot by 10 percent over 2009 levels within ten years. The assessment will look at a variety of best practice tools aimed at making data count.

Answering a question asked by Commissioner Bishop, Mr. Loewenherz said the loop detectors in the streets are not sensitive enough to discriminate between bicycles and cars. There are loop detectors installed in some bike lanes, and camera detectors can also be used to aid in making bicycle counts.

The need to build on the Transit Master Plan was highlighted at the Commission workshop. Mr. Loewenherz said to that end all sorts of technologies will be explored, including a tool developed for King County Metro and Sound Transit to evaluate the anticipated increase in transit ridership resulting from investments in pedestrian and bicycle infrastructure. The deliverable could be a connectivity to transit analysis report that prioritizes a subset of high-priority non-motorized projects from the 2009 plan that are benefiting the Frequent Transit Network.

Mr. Loewenherz noted that information was shared at the Commission's retreat about bike share feasibility studies that have been conducted nationally and locally. The King County bike share business plan is clear in highlighting the fact that growth of the system can only be sustained through existing funding or an additional influx of user fees, private sponsorship, grants and/or public funding. The deliverable could include a feasibility analysis report that assesses the cost, public/private partnership potential, and viability of operating a downtown Bellevue bike-share program.

With regard to performance management, Mr. Loewenherz reminded the Commissioners that Bellevue achieved silver level recognition through Walk Friendly Community. The process of applying for bicycle friendly recognition is under way. The work establishes a good baseline and a peer review the city can use to figure out what makes sense for Bellevue for each performance category.

Mr. Loewenherz sought from the Commissioners guidance on the program principles and the scope of work ahead of making a presentation to the Council in February.

Commissioner Bishop commented that the Eastside Rail Corridor fits well with the principles as drafted.

With regard to the fifth principle, Commissioner Zahn said she would like to see it worded to focus more on implementation than research.

Commissioner Larrivee highlighted the need to constantly be looking out for ways to assess latent demand. There is a lot of pedestrian and bicycle activity that does not happen because of safety concerns, particularly in relation to school-aged kids who otherwise would welcome using those modes. Count technologies cannot determine latent demand.

Commissioner Chirls suggested that there is also a quality issue at play. Safety is paramount and as a result many of the aggressive multimodal plans focus on the safety of children and less on safety generally. Where parents are comfortable having their children ride bicycles to school, the assumption is that a sufficient level of safety has been achieved. A count of avid cyclists would be nowhere near as indicative of what will be happening in the future as a count of cycling children. Mr. Loewenherz said it is known that there is a large percentage of people who are interested but concerned cyclists; the vast majority of people are in fact in that category. Seasoned riders are for the most part fearless and willing to use any roadway. Tapping the interested but concerned market will require delivering a very different kind of product, one that is safe.

Commissioner Zahn suggested that the ninth principle should include outreach to those who do not have a voice, namely those who are pedestrians by virtue of the fact that they do not own a car. Mr. Loewenherz noted that ten percent of Bellevue households are without a car. He added, however, that community outreach takes a lot of effort and the initiative is focused on implementation not on the development of a plan. Accordingly, the outreach that will be done will be very strategic.

With regard to the tenth principle, Commissioner Zahn suggested including something about refining or leveraging metrics to inform and adjust. Mr. Loewenherz said Task 7 is a measurement and management report with the obvious implication that the city will not just document numbers but use them to make management decisions. Commissioner Zahn suggested that while the scope of work is clear on that point, there is no matching statement in the principles.

Commissioner Bishop suggested that there are at least three different bicycle communities: the kids that ride to school and around their homes; the families that enjoy recreational rides; and the commuters and hardcore riders. The three communities each have fundamentally different needs and desires.

Commissioner Chirls said the needs of each group are more similar than might be immediately apparent. The bikeway across I-405 on 112th Avenue NE is an excellent example. It works very well for the casual rider without a specific destination, but not well for the commuter who needs specific transitions from one street to another. If it is assumed, however, that the casual riders also must make a transition to other areas, the problems for both groups are identical. For the most part the differences between the categories comes down to little more than design. Mr. Loewenherz explained that embedded in the initiative is the desire to appeal to every class of bicyclists and pedestrians.

A motion to adopt the program principles and scope of work as modified was made by Commissioner Larrivee. The motion was seconded by Commissioner Zahn and it carried unanimously.

D. Autonomous Vehicles Policy

Mr. McDonald reiterated that the Planning Commission proposed the need to have an autonomous vehicles policy included in the Transportation Element. He said the draft policy statement included in the packet was developed in conjunction with Chair Lampe and Commissioner Zahn.

Commissioner Zahn commented that there was an article recently in *Future Structure* about the notion of driverless cars. She said the article made the suggestion the technology is currently in Level III just ahead of the completely autonomous Level IV. In Level III cars can operate autonomously but still need to have an alert driver to assist as needed. Consideration is already being given to Level III vehicles operating in closed environments such as airports, parking lots and discrete downtown areas in dedicated lanes. The autonomous vehicle technologies have been in development for many years and are a lot more advanced than most people know. It will not be long until they are ready for general release.

Commissioner Bishop said a major study is under way at Joint Base Lewis McCord with the US Department of Energy, the US Department of Transportation and some universities that is looking at implementing autonomous vehicles on the base.

A motion to adopt the proposed policy language was made by Commissioner Larrivee. The motion was seconded by Commissioner Bishop and it carried unanimously.

9. OLD BUSINESS - None

10. NEW BUSINESS - None

11. PETITIONS AND COMMUNICATIONS

Councilmember Lee said he was interested in the fact that the vote on the TFP scoring criteria was split. He said that was evidence of the Commission's careful and thoughtful deliberation of the issues. He said he also appreciated the conversation about the different types of bicyclists. With regard to the autonomous vehicle policy, he said he was happy to see the policy recommended for inclusion in the Transportation Element.

12. APPROVAL OF THE MINUTES

A. November 13, 2014

A motion to approve the minutes as submitted was made by Commissioner Zahn. The motion was seconded by Commissioner Tanaka and it carried unanimously.

13. REVIEW COMMISSION CALENDAR AND AGENDA

The Commission reviewed its calendar and upcoming agenda issues. It was noted that two

meetings may be necessary in January.

14. ADJOURNMENT

Chair Lampe adjourned the meeting at 10:12 p.m.

Secretary to the Transportation Commission

Date

Chairperson of the Transportation Commission

Date